Jim Crow Cases and Laws - 1913

"JIM CROW" CONDITIONS RESENTED.

If a man or collection of men will stand for it a child or collection of children will make his living conditions intolerable and rejoice in the sport that makes others miserable. It seems to be a weakness of human nature to torture those who will tolerate it and not to resent it, and to feel aggrieved and appeal to their elders when the worm turns; that is to say, they will do as individuals things that they would not do as an individual, and when they are called to account, instead of showing a disposition to correct them, they become indignant and appeal to all of their sort to join them as a mass to protect and justify them in the wrong-doing.

The whites of the South are prone to this disposition in large and small measure in their relations with their colored fellow-citizens. The idea that colored people have any feelings, any rights that should be respected seldom enters the head of the average Southern white person. Even here in New York it took an appeal to the Appellate Court from the Supreme Court to determine that a colored person has feelings that are assessable in damages when aggrieved.

The Colored Teachers' Association of North Carolina, at their last annual meeting, appointed a railroad commission of which Prof. James B. Dudley is chairman, and Prof. P. W. Moore, secretary, to take up the necessary work of improving the traveling conditions of the colored people of the State. The commission has just issued in pamphlet form an appeal to the colored people of the State in which they ask for general co-operation of the people and state their case as follows:

We have first examined carefully the important discriminations of which we might reasonably complain and we have repeatedly submitted these matters to the attention of the railroad authorities. We have carefully avoided any captious or trivial complaints and have confined ourselves simply to the requests for necessary comforts for our women and the ordinary protection of our lives. We have through the public press and public addresses attempted to turn public attention to the needless dangers to which we are exposed and to the needless waste of human life. We regret that the result of our efforts does not encourage us to believe that the railroad authorities will of themselves grant us the desired relief.

When a passenger is denied the usual comforts and protection of the traveling public solely because of his color, he should not be forced to treat the matter as a personal one. It is racial and not personal. As an individual he cannot hope to influence public sentiment and may not be able to secure from a great corporation even a hearing. The denial of the ordinary comforts of travel and protection of our lives is due to our racial affiliation and therefore the entire Negro race is interested and should take part in this struggle for a better observance of the law. Therefore, we desire the active co-operation of every Negro who is able to appreciate the importance and necessity of this move.

The Colored Teachers of North Carolina are proceeding about the correcting of the wrongs forced upon them in the proper way. It is the general disposition to force upon the weak all of the injustice they will stand for without resentment; when they resent it, and keep up the resentment, they are more than likely in the end to find that instead of being a minority they have with them a majority of the public opinion in their community, or the State, or the Nation. It is the man, the people, without the spirit of protest, who accept injustice as their portion, who are ground to powder in the end.

No one familiar with the conditions of travel in the Southern States to which colored people are subjected, and without color of law or equity, needs to be told that they are intolerable; but we make bold to tell the Teachers' Association of North Carolina and all other agencies concerned, that they are losing time and money, and self-respect in appealing to that vague thing called "the best white sentiment of the State." This sentiment exists, but it is so scattered as to be only felt and not seen. Because the rabble, the poor white masses who do the voting, are against the colored people, the best white sentiment is afraid to open its mouth in protests against wrongs against colored people as well as themselves which the politicians feel constrained to perpetrate upon them. It is in this way that the Tillmans, Hoke Smiths, Vardamans and Bleases dominate public opinion and impose upon the public sentiment of their States a condition of wrong and injustice that appeal to High Heaven for redress and vengeance.

The thing to do is to go straight to the State courts with properly worked out cases against individual railroads for violating the separate car laws. These laws call for separate but equal accommodations. These are not given by any railroad in the South. This is a sweeping statement, but it will be found on investigation to be true, as to general passenger traffic and in every case as to Pullman chair and sleeping accommodations. These latter are not to be had in any Southern State except in the rarest instances, and when they are denied separate but equal accommodation is not furnished. We are informed that it is almost impossible for a colored person to obtain a room for the night on the steamboats plying on the Chesapeake Bay. At most, only a few undesirable rooms are reserved for them, and when they are disposed of other travellers have to rough it through the long watches of the night. The common carriers should be compelled to comply with the conditions of the odious laws by the State courts, and when these fail the Federal courts should be appealed to. It is the only

COLORED MEN FIGHT AN OBNOXIOUS LAW

The Philadelphia

Reversed at Trial by Two Men Who Made the Fight Against the Separate Car Law

WITH A COLORED LAWYER

12-20-13

Newport News, Va., Dec. 13.—Two colored men appealed their case from the police court to the higher court and were acquitted.

"The first case ever tried before a jury in this city under the Separate Car Law was tried last Wednesday, in which Messrs. Joseph Harrold and Barnett Jimson were the defendants. These colored men got on the car at the Shipyard on the 24th day of September, 1913, and according to their testimony were told by the conductor later on to get up and let some white people sit down. This they refused to do unless other seats were provided for them. They were convicted in the Police Court by police Justice Brown but appealed their case through their attorney, Lawyer J. Thomas Newsome.

The conductor contended that there were seats in the smoking car and that he told these colored people to go there. There was a large number of witnesses present, white and colored, who corroborated the colored defendants. Mr. Newsome argued the case with force and put the colored men's case squarely up to the jury. He told them that they had the power to convict the defendants, but not the right in law or morals. He said the law never was intended to make either Negroes or white men the abject slave of the conductors, and that they had no right or authority to order men about in the car, white or black, unless for the purpose of separating the races. Mr. Newsome closed with these words: "Gentlemen, it is a splendid thing to have the strength of a lion, but it is far more God-like to exercise this strength with the meekness of a lamb." The jury was out a very few minutes and brought in a verdict of not guilty. Mr. Newsome will now file suit for $5,000 against the Railway Company for false arrest and false imprisonment." And Mr. Newsome is a colored lawyer, too.

'JIM CROW' LAWS THREATEN STATE

Many Anti-Negro Measures Introduced in Illinois Legislature

PREJUDICE IS RAMPANT

Springfield is Teeming with "Colorphobia" and all Parties are Introducing Hostile Bills

NEGROES ARE PREJUDICED

So-called Friends of Race Showing Little Interest—Jack Jahnson Incident Ssid to Be Cause of All.

3-13-13

Special to THE NEW YORK AGE.

SPRINGFIELD, ILL., March 11.--To date seven bills have been introduced in the Illinois Legislature, all of them antagonistic to the Negro. They are known as the Shaw Bill, the Campbell Bill, the Foster Bill, the Poorman Bill, the Hollenbeck Bill, the Karch Bill and the Full Crew Bill. With the exception of the latter, the sponsors for these measures place the blame for their action upon the Jack Johnson incident.

The Campbell Bill seeks to establish the "Jim Crow" car on the transportation lines of Illinois, especially on the street cars of Chicago and the other large cities. The Full Crew Bill will eliminate the railroad porter, and is believed to be the first step in the thorough elimination of Negroes in railroad service. The other five measures aim at the prevention of marriage between Negroes and whites, thus permitting illicit intercourse and wholesale miscegenation.

It is significant that these bills have been introduced by Democratic, Republican and Progressive members of the Legislature. The Full Crew Bill has been made a party measure by the Progressive Party. What is still more significant is the attitude of the so-called friends of the Negro. They are not anxious to assert themselves at Springfield. The opposition is thoroughly active and gaining force. The Negro having no membership in the Legislature and no leader in either of the two parties, with whom he votes anxious to voice his position, is in a dangerous position.

Atmosphere Anti-Negro.

The whole atmosphere at Springfield is anti-Negro. Race prejudice is more rampant, more vulgar and more arrogant in the State Capital of Illinois than in the City of Louisville, Ky., and many other of the metropolitan cities south of Mason and Dixon's line. Unfortunately, the colored people quietly accept these conditions. Your correspondent is speaking as a whole. There may be, and there are many individuals who chafe under the state of things, but up to the present, there has been no organized effort to protest against this backward civic attitude.

When one walks along the streets and hears the "barker" for a five-cent theatre yelling out brazenly "Show for white folks only," goes to the leading theatre in the city and is only permitted to buy a seat in the "Jim Crow" gallery, you get a fair idea of Springfield. Upon this anti-race poison, the sensationalist feeds from the moment he enters the State Capital until he leaves.

All of these bills are in committee but are likely to be reported out. Your correspondent has found the average member of the Legislature very reasonable and anxious "to be shown." Much good can be done by writing letters to the following named members, addressing mail to General Assembly, Springfield, Ill.: Hon. W. Duff Piercy, Hon. Willis R. Shaw, Hon. John M. O'Connor, Hon. Niels Juul, Hon. Samuel A. Ettelson, Hon. John T. Denvir, Hon. F. C. Campbell, Hon. A. M. Foster, Hon. William T. Hollenbeck, Hon. Edward F. Poorman, Hon. Charles A. Karch, Hon. Medill McCormick, Hon. Thomas Curran, Rev. F. E. J. Lloyd, Hon. Michael L. Igoe, Hon. Seymour Stedman, Hon. Henry M. Ashton, Hon. Morton D. Hull, Hon. David E. Shanahan, Hon. Leo Neil Browne, Hon. Homer J. Tice, and Hon. John J. McLaughlin.

NEGRO CIVIL RIGHTS LEAGUE

The Kansas City Am

Means Much for the Negro Race and Merits the Support of Every Man and Woman

3-29-13

TO FIGHT DISCRIMINATIONS

Case of Dr. Wm. J. Thompkins to be Carried to Highest Court in Quest of Justice By the League

There comes a time in the life of every people when they must stand united and fight together. We have been sitting still long enough listening to the siren songs of orators, while our rights and liberties are gradually being taken from us. There is some "Jim Crow" legislation threatening us now in Missouri. We have a case at this time pending in the United States Circuit Court of Appeals to be tried in May at St. Paul, Minn. We are anxious to know if we buy a first class ticket and Pullman accommodations in a State where there is no "Jim Crow Car" law, and take passage in the Pullman car and retire for the night and the next morning after the train had crossed over into a "Jim Crow State" and after insisting that we have a first class ticket and an interstate passenger, we are taken from the train, put in jail and made to pay a fine for no other reason than we are black. Is this Justice and fair play?

This really happened to one of our prominent Negro physicians, Dr. William J. Thompkins, who was on his way to South McAlester, Oklahoma. Dr. Thompkins has relinquished this case to the Negro Civil Rights League, and will not receive one dollar of money that accrues from the case but the money will remain in the Treasury of the League to fight such discriminatory laws.

On January 14th, 1913, Attorneys W. C. Hueston and C. H. Calloway appeared in the City of St. Louis, Missouri, and filed a motion to have the case continued to the May term, at St. Paul, Minnesota. After presenting their arguments to the Judges of the United States Circuit Court of Appeals, the request was granted, but the case would have been dismissed, for the plaintiff in error, Dr. Thompkins, had not complied with the rules of the court in having his abstract of the record printed and filed.

to the outcome. On the afternoon of December 1, after three hours deliberation, the jury in the case having become thoroughly saturated by prejudiced arguments of the Vardeman type, by high-salaried counsel for the railroads, returned a verdict in favor of the partes sued. The class of argument permitted by Judge Van Valkenburg to go before this jury was the subject of much comment by all race-loving Negroes who were in possession of the facts incident to the trial of this case. Immediately thereafter, the doctor's desk was laden with correspondence recording expressions of sympathy, assurances of personal aid and support, and urgent requests that he appeal to the Appellate Court of the United States and go the limit in search of justice for his race.

Up to this point, Dr. Thompkins made his fight alone, save the expressions of sympathy none had contributed the least assistance that served to relieve him of any expense incident to the carrying on of his case. The doctor, while prominent in his chosen profession in this Western metropolis, is but a struggling physician of some five or six years practice, hence for him to make a further personal sacrifice, supplying the moneys necessary to the carrying on of this case, possibly through the Appellate Court to the Court of Commerce, was not only unreasonable, but decided selfishness on the part of the race at large who were to be benefited.

In keeping with this spirit, a meeting was called which was well attended by local race men, at which time many letters of approval from others throughout the State at large and Nation, were read. An organization known as the Negro Civil Rights League was perfected for the purpose of soliciting funds and taking wholly upon their shoulders the responsibility of handling this and other like cases of discrimination.

The organization is one of permanency. We are putting forth every effort possible to secure for our people, both locally and nationally, the rights guaranteed to us under the Constitution, and we herewith make an appeal to all interested in the future welfare of a very much oppressed race, to render whatever assistance possible, both morally and financially.

Let it be remembered, that Dr. Thompkins has relinquished this case to the Negro Civil Rights League, and if damages are recovered, the same will be placed in the treasury for the purpose of fighting and testing all obnoxious laws aimed at the rights and liberties of the Negro.

The League headquarters are at 1509-11-13, East Eighteenth street Kansas City, Mo.

The following gentlemen constitute the officers of the Negro Civil Rights League: T. B. Watkins, president; Dr. Howard N. Smith, financial secretary; Felix H. Payne, treasurer. Executive committee: T. B. Watkins, of Kansas City, Mo.; Dr. J. R. A. Crossland, of St. Joseph, Mo.; Dr. William J. Thompkins, of Kansas City, Mo.; Hon. E. E. McDaniel, of McAlister, Okla.; Hon. A. W. Lloyd, of St. Louis, Mo.; Hon Octave Dishman, of Denver, Colo.; Dr. J. E. Perry, of Kansas City, Mo.; Dr. Howard N. Smith, of Kansas City, Mo.; Hon. A. W. Harris, of Kansas City, Mo.; C. G. Williams, of Boonville, Mo.; Dr. J. T. Caston, of Jefferson City, Mo.; Dr. T. A. Curtis, of St. Louis, Mo.; W. H. Huston, Sedalia, Mo.; N. T. Green, Joplin Mo.; Edward S. Lewis, Kansas City, Mo.; Dr. J. H. Garnett, Macon, Mo.; Dr. O. C. Queen, Hannibal, Mo.; Prof. B. K. Bruce, Leavenworth, Kan.; W. H. King, St. Louis, Mo.; Chas. Baker, Farmington, Mo.; Dr. T. H. Phillips, Keokuk, Iowa. Counsel retained: W. C. Hueston, Kansas City, Mo.; Homer G. Phillips, St. Louis, Mo.; Ethelbert Barber, El Reno, Okla., and Chas. H. Calloway, Kansas City, Mo.

SHERIFF MAY CARRY NEGRO IN WHITE PASSENGER CAR

Judge Rules it is Discretionary With Officer in Moving Prisoner.

2-28-13

Discretion of the officer should determine as to which car he and his prisoner shall ride in while one is conveying a negro prisoner from one point to another on a railroad, was the decision rendered Thursday by Judge W. W. Pearson, of the Circuit Court. The decision was handed down overruling a demurrer filed to the suit of Sheriff Spenny of Autauga County against the Mobile and Ohio Railroad.

According to the decision of Judge Pearson, a white officer with a negro prisoner has just as much right to ride in a white car as in a negro car, the laws of the State being that they shall occupy separate coaches.

Sheriff Penny brought suit against the Mobile and Ohio road, asking $2,000 damages on the ground that he was ejected from one of their trains because he refused to ride in a negro coach with a negro prisoner.

The railroad filed the demurrer on the ground that the State requires separate coaches for white and black races. Judge Pearson in his decision held that the status cited by the company had not bettered the case in question. In that case, he says, the sheriff could not take the negro into the white coach, and it would be equally as contrary to law to go into the negro coach with him.

Judge Pearson ruled that it should be discretionary with the sheriff, because of the fact that it was sometimes dangerous for the negro prisoner to be taken to the white coach for fear of violence for some deed he had committed.

E SUMMER SCHOOL

UAL SESSION, JUNE 22 TO JULY 17, 1914
esent last Summer.

Better Railroad Accommodations in North Carolina.

To the Editor of The Age:

On behalf of the State Teachers' Association of North Carolina, of which I am president, I wish to thank you for the splendid indorsement and attention you gave the movement the association is making in behalf of better and safer railroad accommodations for Negro passengers. At the same time I want to assure you that you are quite mistaken in viewing our appeal to the best white sentiment of the State as being somewhat futile. Expressions of encouragement, words of indorsement and offers of assistance are all coming just now more rapidly from this element than from the colored people themselves. As a concrete illustration of the worth of appealing to the best element of the State, you will be interested to know that Hon. A. M. Scales, who is the chairman of the Constitutional Commission that has been engaged nearly all of this summer in revising the constitution of North Carolina, has accepted the position as chief counselor for our passenger commission. You will appreciate this all the more when I inform you that Mr. Scales, on account of special legal business, has for some years retired from the general practice and only accepts the responsibility of this position because of his intense interest and hearty approval of our work.

Very truly yours,

JAS. B. DUDLEY,
President North Carolina Teachers' Association.

GREEN TELLS OF EXPERIENCE

Head of the Knights of Pythias Put in Jail Where He Remained All Night —Next Morning Was Fined $25 For Violating "Jim Crow" Law—Train Conductor Said to Have Started the Trouble.

6-3-13

Special to THE NEW YORK AGE.

New Orleans, La., June 3.—S. W. Green, who barely escaped lynching at the hands of white toughs in Florida several days ago, has given out the following statement in connection with the disgraceful incident:

"I arrived home safely Wednesday night, after an unexpected and unusual experience with a Florida mob. While quietly occuping a seat in the Pullman on Sunday, May 18, the train conductor informed me that the sentiment in the day coach occupied by white people was opposed to my riding in the Pullman car and that he would advise that I take a seat in the day coach for colored people. While he admitted that I was clearly within my rights under the law, but in order to avoid trouble I could go in the day coach, if I so desired. I readily consented to take a seat in the day coach in order to avoid any trouble.

"I paid extra fare for the drawing room from Jacksonville to New Orleans and felt myself secure as being entirely separate from the white passengers, without any need of being in their presence, as I kept the door closed at all times. To my surprise when the train arrived at River Junction, Fla., en route to this city, I was informed by the conductor of the sleeping car that expressions from some of the white persons at the depot at River Junction were decidedly against my occupying even the drawing room in the Pullman car. I then readily consented to abandon the drawing room and go into the day coach in order to avoid trouble.

"Upon my arrival at De Funiak Springs, Fla., a large crowd of young

The Courier Journal

AWARDED $2,950 DAMAGES

12-13-13.

LOUISVILLE, Ky., Nov. 25—Because they were forced to ride in the same compartment with Negroes while travelling from Huntington, W. Va., to Louisville over the Chesapeake and Ohio railroad, James Malone and John McCarthy were given judgment for $2,950 each in Judge Smith's court last week. The petitioners alleged that in being compelled to ride in the same compartment with Negroes the railroad violated the separate coach law of Kentucky.

Jim Crow Cases and Laws – 1913

Mont Adv, 1-15-13

EQUAL ACCOMMODATION.

President Dudley, of A. & M. College for the Negro, Makes Plea for Train Safety and Convenience.

A prominent daily paper, whose editor is held in high esteem by the negroes of North Carolina, recently published a suggestive editorial in reference to railroad accommodations for negroes that must have been quite painful to its negro readers because of its suggestiveness and must have caused many thoughtful negroes to ask the question "Is the negro expecting too much?" That paper is doing splendid service for the State in crystallizing public sentiment against the unjust and discriminating freight rates with which the railroads are oppressing the people of North Carolina. Every loyal citizen, black as well as white, must sympathize with the press, the Just Freight Rate Association, and every other agency or influence that will help our cities and towns to get fair freight rates that will not give to cities of Virginia undue advantage over the cities of North Carolina. We are glad to see the influence the daily press is exerting towards organized efforts and determined purpose to check and remove this unjust burden that has so long hampered the business men of North Carolina. It is encouraging to see the earnestness of Governor Craig, the perseverance of prominent legislative leaders in this important struggle for fair freight rates for all the cities of the State. This indeed is a question that in a very material way affects all the people of the State. We sincerely hope it will be speedily settled to the credit of our official representatives and to the satisfaction of our business leaders.

But while the people of the State are aroused to a feeling of strong protest against unjust and discriminating freight rates, the negroes have a question that is far more serious and important to them than that of business discrimination and financial loss. The question that must face a negro nearly every time he takes a train is how far and how long will the unjust discrimination in the railroad accommodation deprive him of ordinary comforts and jeopardize his life.

Every Southern State has a separate car law which provides separate but equal accommodation for the two races. We are confident that many of our Southern white friends believe this law is being observed. We are confident that most of the representative people of the South, and especially of North Carolina, believe that while the negro passenger is required to pay equal fare, he is receiving equal comfort and equal protection of his life. We are confident a personal examination would surprise many of our best people and friends. They would be surprised to learn that often we have to put up with the inconvenience and embarrassment of having but one toilet room for both sexes; that our best women are often exposed in the toilet room to contact with toughs, drunkards, a class of people who have no respect for God, man nor the devil. Is the negro expecting too much in appealing to the Christian leaders of the State and nation to remove this annoyance and embarrassment?

But this is not the worst feature of the discrimination which negro passengers have to endure. Every day trains pass through Greensboro going North and South in which negroes are forced to ride in wooden coaches sandwiched between the heavy engine in front and the heavy steel coach for white passengers in the rear. Instances after instances may be cited where because of the spreading of a rail or some other mishap a wreck is caused in which the wooden coach with its negro passengers is crushed like an egg-shell and proves a veritable death-trap while the steel or Pullman coaches in the rear give the white passengers excellent protection. A short while ago I had a friend, Grand Master Griffin, of the True Reformers, who was riding in the negro coach when a wreck occurred. He and the negro porter, the sole occupants of the negro coach, were killed instantly while the protection afforded white passengers in the steel car following was so effectual that hardly a scratch was sustained. The negro passenger paid equal fare with the white passenger. Was he not entitled to equal protection of his life? Is the negro expecting too much when he asks of his white friends to assist him in getting, not the same accommodations, but equal accommodations, and equal protection?

Often negroes desire the comfort and the protection of the Pullman service. Most sensible negroes, out of respect for the spirit of the separate car law, will go to the extra expense of securing a drawing-room or a state-room while for financial reasons they would much prefer a berth. Is the negro expecting too much in asking his white friend to help him get this superior protection for his life and his loved ones by having a separate apartment in the Pullman coach? Our white friends are demanding of the railroads fair play and equal opportunities in business affairs. The negroes are anxious for them to win. It is best for them and best for us.

The fight the people of North Carolina are making for fair play and equal opportunities in business enterprise is undoubtedly founded upon justice and square dealing. When the negro asks for separate closets on all trains for negro passengers to save his women humiliation and embarrassment; when the negro asks that all trains for passenger service be made of all wooden coaches or all steel coaches so that in case of wreck he who pays equal fare may have equal protection for his life; when he asks that a portion of the Pullman service be set apart for his use so that he may have his meals, the superior protection of the Pullman coach as well as the comforts of travel, is the negro expecting too much?

An enlightened Christian conscience is the Caesar to which we appeal. We have an abiding faith in the rectitude of that public conscience, that though it has the giant's strength it sees the superior wisdom of letting right triumph over might and of giving a square deal to the humblest and the weakest. Is the negro expecting too much? We confidently hope for a just and Christian answer.

JAS. B. DUDLEY.

RODE WITH NEGROES, AWARDED $2,950 DAMAGES

LOUISVILLE, Ky., Nov. 25.—Because they were being forced to ride in the "Jim Crow" compartments with Negroes while traveling between Huntington, W. Va., and Louisville over the C. & O. Railroad, James Malone and John McCarty were each given judgment for $2,950 damages in Judge Smith's court last week. The petitioners alleged that in being compelled to ride in the same compartment with Negroes the railroad violated the separate coach law of Kentucky.

New York Age 1-23-13

Novel "Jim Crow" Case Brought Before Supreme Court to Decide

WASHINGTON, Jan. 14.—Probably the most novel "Jim Crow car" case ever before the Supreme Court of the United States reached it today when the Alabama and Vicksburg Railroad Company filed an appeal from the verdict of the Mississippi court which awarded Miss Pearl Morris $15,000 for distress of mind and body caused by being required to occupy a berth in a Pullman car in which three negro men occupied berths. The Supreme Court of Mississippi reduced the damages to $2,000.

No case of this nature has ever been considered by th Supreme Court. The case is attracting particular attention because the Mississippi courts have interpreted the "Jim Crow law" of that State as applicable to interstate commerce as well as to intrastate travel. They justify the law on the ground that the "Jim Crow" law was enacted to preserve order by separating the two races and disturbance is as likely to occur upon an interstate train passing through the State as upon a local train.

Another point upon which the case may serve as a precedent in case of affirmance, is that State "Jim Crow" laws securing separate accommodations on passenger trains means that separate Pullman cars must be furnished as well as separate "passenger" cars.

In the case brought to the court today, Miss Morris boarded the train and upon entering the Pullman she observed the presonce there of three negro men. She at once demandd separat acoommodations, which were refused. She boarded the train at Vicksburg for New York.

"Jimcrow" Law Before U. S. Supreme Court.

Age 1-23-13

Washington, January 22.—Whether or not the "Jimcrow" car laws of the South are applicable to passengers travelling from one State to another will probably be determined by the United States Supreme Court in the near future.

The question will probably arise in an appeal that has been filed by the Alabama and Vicksburg Railroad against the decision of the Mississippi Supreme Court in awarding Pearl Morris, a white woman, $2,000 damages for alleged "distress of mind and body caused by being forced to occupy a berth in a Pullman car which also had several colored occupants. The woman was awarded $15,000 damages by the lower court, but the highest court in Mississippi reduced the damages to $2,000.

Should the United State Supreme Court affirm the decision of the Mississippi tribunal, the railroads traversing those States that have separate car laws would have also to furnish separate Pullmans for colored passengers. Another novel point raised in the case is, will the United States Supreme Court take the alleged reason given for the enactment of separate car laws to wit, that such measures are enacted to preserve peace between the races.

SCORE FIRST VICTORY.

CHICAGO, Ill., April 22.—The Negroes of Illinois scored their first victory against "Jim Crowism" in the State last week when they succeeded in having the Campbell Bill killed in Senate Committee on Railroads. The Campbell Bill provided for the separation of races on railroad lines.

The Negroes of Illinois made an aggressive fight against the passage of the Campbell Bill, and are as equally determined that all other unfriendly measures meet the same fate as the Campbell Bill.

EQUAL ACCOMODATIONS.

Special to THE NEW YORK AGE. 3-6-13

BALTIMORE, Md., March 4.—According to a ruling of the Public Service Commission, Negro passengers on railroads and steamboats in Maryland must be given equal accommodations. The "Jim Crow" car law provides for equal accommodations.

The decision followed a protest by Prof. Thomas W. Turner, who is now connected with Howard University, Washington, against accommodations on the Baltimore, Chesapeake and Atlantic Railway.

THE DEATH OF THE SEPARATE COACH BILL.

The Fellowship Herald
4/26/13. Chicago Ills

The Editor of this journal was called to Springfield last week to appear before the Senate Committee, Wednesday afternoon, April 16th, for the hearing of the "Full Crew Bill." Reaching Springfield at 8 o'clock Wednesday morning, she went at once to the house of Mrs. Duncan whose guest she was during her stay. The Illinois Protective League convened at 10 o'clock in the Union Baptist Church, Rev. E. C. Cole presiding in the chair and T. W. Swan, secretary. After preliminaries, the books were open for the enrollment of new members and seventeen persons added their names to the fifty-five who had joined previously. The constitution and by-laws were then read and submitted for adoption. Nearly two hours' time was consumed in debating over a motion of Mrs. Ida Lewis' that the organization be called the Negro Protective League of Illinois. By an overwhelming vote, the motion to insert the word Negro was lost and the Association is still the Illinois Protective League. Mesdames Lewis, Barnett, Macon, Dr. J. F. Thomas, John Gray Lucas speaking in favor; George W. Ellis, T. W. Swan and many others against it. After this momentous question was settled, the meeting adjourned for dinner which the ladies served in the church lecture room.

Immediately after dinner, the legislative committee repaired to the Capitol and spent the afternoon in the Senate chamber where the "Full Crew Bill" was discussed. A half dozen labor leaders spoke for the bill, and a half dozen railroad representatives who were opposed to it on the ground of increased expenses, and an equally large number of colored persons spoke against it because it would eliminate the Negro porter. Messrs. A. L. Willians, J. Gray Lucas, A. H. Roberts, R. T Greener and Mrs. Barnett spoke on behalf of the colored porter. Last, but by no means least, Mr. Chas. T. Hallinan, who had been sent down by the local branch of the N. A. A. C. P., made a most telling and forceful address on the same side of the question. He had letters from every railroad system running out of Chicago, which declared that if the "Full Crew Bill" obtaind, the Negro porter would become a luxury. He also gave the number who were employed as porters on the chair cars. Mr. Hallinan told of the organization of representative white people who are its officers. He made an excellent impression upon the committee.

During these proceedings, Senator Campbell was introduced and spoke on behalf of his Separate Coach Bill. Senator Campbell is undersized in stature and voice. He did not speak very long and most of his argument was, that because other states had it, Illinois should also have a Separate Coach Bill. The chairman of the committee proposed to introduce a speaker to talk against it. Senator Conway rose and said that he was not in favor of discussing Jim Crow Car Laws, that people lived in Illinois and this was 1913 and that he for one did not want to discuss it. The committee went into session and reported in a very few minutes that they had considered the Separate Coach Bill with the recommendation that it should not be passed.

The Senate will vote on the "Full Crew Bill" Wednesday of this week.

The Illinois Protective League met at the St. Paul A. M. E. Church for the evening session. It completed the by-laws, heard an address from a gentleman who came to represent Seymour Stedman, and a representative of the Governor of the State. Five more persons joined the League that evening and a collection of $9 was taken. Mr. George W. Ellis was elected chairman of the legislative committee.